

November 30, 1999

TO: Members of the MAG Regional Council

FROM: Mayor Neil G. Giuliano, Tempe, Chairman

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.

Wednesday, December 8, 1999

MAG Office, Suite 200 - Saguaro Room

302 North 1<sup>st</sup> Avenue, Phoenix

Dinner - 6:30 p.m.

MAG Office, Suite 300

**Please park in the garage under the Arizona Bank Building. Parking places will be reserved for Regional Council members on the first and second levels of the garage. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.**

**Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.**

The next Regional Council meeting will be held at the MAG offices at the time and place noted above. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. MAG will host a progressive dinner/reception for the Regional Council members following the meeting in the MAG offices on the 3<sup>rd</sup> floor. Supporting information is enclosed for your review.

If you have any questions, please call the MAG office.

**MAG REGIONAL COUNCIL  
TENTATIVE AGENDA  
December 8, 1999**

**COUNCIL ACTION REQUESTED**

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| <p>1. <u>Call to Order</u></p> <p>2. <u>Pledge of Allegiance</u></p> <p>3. <u>Approval of November 3, 1999 Meeting Minutes</u></p> <p>4. <u>Call to the Audience</u></p> <p>An opportunity will be provided to members of the public to address the Regional Council for items that are not included on the agenda. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit.</p> <p>5. <u>Executive Director's Report</u></p> <p>The MAG Executive Director will provide a report to the Regional Council on activities of general interest.</p> <p>6. <u>Approval of Consent Agenda</u></p> <p>Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Council members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk.</p> | <p>3. Review and approve November 3, 1999 meeting minutes.</p> <p>4. For information.</p> <p>5. For information and discussion.</p> <p>6. For information, discussion and approval of the Consent Agenda.</p> |
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**\*ITEMS PROPOSED FOR CONSENT**

**AIR QUALITY ITEMS**

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| <p>*7. <u>Consultation on Conformity Assessment for Proposed Administrative Adjustment to the FY 2000-2004 MAG Transportation Improvement Program</u></p> <p>The Arizona Department of Transportation</p> | <p>7. For information, discussion and consultation.</p> |
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(ADOT) has requested a change to the MAG Regional Freeway Program. Freeway connections on the Pima Freeway at Scottsdale Road and Pima Road are being accelerated to provide safer conditions between phased construction in the corridor. This change does not involve an acceleration of the freeway facility between Scottsdale Road and Pima Road. The proposed project may be categorized as a minor project revision for which a conformity determination is not required. Please refer to the enclosed material.

\*8. Consultation for Project-Level Conformity Determination on the Proposed City of Phoenix South Central Avenue Transit Center

The City of Phoenix has requested concurrence for the project-level conformity determination prepared for the South Central Avenue Transit Center. The South Central Avenue Transit Center is proposed for the northwest corner of Central Avenue and Broadway Road in Phoenix. The project is in the FY 2000-2004 MAG Transportation Improvement Program (TIP) for fiscal year 2001. An amendment to the TIP is not required. As a bus terminal, this project was exempt from the regional emissions analyses according to the federal conformity guidelines. The estimated total cost of this project is \$4 million. Federal Transit Administration funding in the amount of \$3,200,000 has been programmed for this project. MAG has reviewed the air quality impact analysis prepared by the City of Phoenix for completeness and concurs with the findings. Please refer to the enclosed material.

\*9. Consultation on Conformity Assessment for Proposed Amendment to the FY 2000-2004 MAG Transportation Improvement Program

On November 23, 1999, the MAG Transportation Review Committee (TRC) recommended that projects be added to the MAG federally funded program to address EPA approvability issues with the 1999 Serious Area Particulate Plan for PM-10. Projects costing \$10.8 million are designed to reduce fugitive dust from unpaved roads with more than 130 vehicles per day under the jurisdiction of Maricopa County. Maricopa County will provide an additional fifty percent match to be

8. For information, discussion and consultation.

9. For information, discussion and consultation.

used for paving. It is important to note that these also include private roads that are publicly maintained. Additional projects totaling \$5.7 million in funding for the purchase of PM-10 certified street sweepers were recommended; \$1.9 million will be deferred until FY 2005. Available Congestion Mitigation Air Quality (CMAQ) funds will be utilized for both the street paving and the purchase of street sweepers.

Following the TRC meeting, Maricopa County revised their project cost estimates from \$10.8 million to \$7.85 million to reflect only construction/paving costs for the projects (November 30, 1999).

MAG has reviewed the proposed projects for compliance with the federal conformity rule (40 CFR Parts 51 and 93) and has found that the proposed projects may be categorized as a minor TIP amendment, for which conformity consultation is required. The current conformity finding of the TIP and the associated Long Range Transportation Plan Summary was made jointly by the Federal Highway Administration and Federal Transit Administration in a letter dated June 10, 1999 and would be unchanged by the proposed TIP Amendment. Please refer to the enclosed material.

### TRANSPORTATION ITEM

\*10. MAG Pedestrian Plan 2000

In July 1993, the MAG Regional Council adopted the MAG Long Range Transportation Plan Summary and Update. This update included a Pedestrian Plan for the MAG region. In May 1998, the MAG Regional Council adopted the fiscal year 1999 Pedestrian Work Program. The Work Program includes a pedestrian component, and specifically identifies developing an update to the MAG Regional Pedestrian Plan. The current adopted Regional Pedestrian Plan was developed prior to the formation of the Pedestrian Working Group. Since the Pedestrian Working Group was formed, several additional projects and programs to encourage walking in the region have been implemented. These plans and programs have been included in the MAG Pedestrian Plan 2000. On November 10, 1999,

10. For information, discussion and approval of the MAG Regional Pedestrian Plan 2000 for inclusion into the FY 2000 Update of the MAG Long Range Transportation Plan.

the Pedestrian Working Group recommended approval of the MAG Regional Pedestrian Plan 2000 for inclusion into the FY 2000 Update of the MAG Long Range Transportation Plan. The Management Committee concurred with this recommendation. Please refer to the enclosed material.

\*11. Advancements of Scottsdale Road and Pima Road Interchanges on the Pima Freeway

The Arizona Department of Transportation has requested a change to the MAG Regional Freeway Program to provide an improved and safer "end-of-freeway" condition on the Pima Freeway. ADOT has requested that the traffic interchanges at Scottsdale Road and at Pima Road on the Pima Freeway be advertised for construction in January 2000 with completion in March 2001. These two interchanges are currently included in the Pima Freeway segment to connect Pima Road and Scottsdale Road. This segment is the last segment of the Pima Freeway to be constructed and is approved for acceleration under an agreement between ADOT and the City of Scottsdale. With the acceleration, this last segment would have been completed near the time of completion of the two adjacent projects. Due to delays related to drainage issues with the US Army Corps of Engineers, however, the timing of the segment is uncertain. ADOT, therefore, is concerned with the "end-of-freeway" condition at Scottsdale Road and Pima Road that might have to be in place until the middle of 2003. ADOT is proposing to build the ramp connections, crossroad improvements, and the overpass structures at Scottsdale Road and Pima Road to optimize the flow of traffic in a safe condition. Constructing the two interchanges now will also reduce the traffic disruption in the future when the final segment of the Pima Freeway is built. If the freeway acceleration goes forward, it would include these interchanges.

To accomplish the request, \$7.8 million would be taken from the Scottsdale Road to Pima Road project to fund the traffic interchanges. Once the drainage issues are resolved, the roadway between Scottsdale Road and Pima Road would be built. The Management Committee concurred with the staff recommendation. Please refer to the enclosed material.

11. For information, discussion and approval of the accelerated construction of the Scottsdale Road and Pima Road traffic interchanges on the Pima Freeway to provide for better and safer traffic conditions, and if the freeway acceleration goes forward, it would include these interchanges.

\*12. FY 2000 MAG Enhanced Early Phase Input Opportunity Report

The early phase input opportunity was conducted over the period of June through October, 1999. During this phase, public input is used to identify and address upcoming issues and work topics to address in the next update of transportation plans and programs. Various forums for input were used during the FY 2000 Enhanced Early Phase Input Opportunity. The enhanced process began with a Regional Transportation Stakeholders Meeting on June 8, 1999. Several special events were held to obtain specific input regarding ongoing transportation planning and programming issues. MAG staff attended several community group meetings to gather input on transportation planning issues and funding priorities. Finally, a transportation survey was developed to solicit input on transportation issues and needs to consider in updating the LRTP and TIP. Throughout this process approximately 475 people were contacted to provide their input on transportation issues. This input is summarized in the FY 2000 Enhanced Early Phase Input Opportunity Report. Please refer to the enclosed material.

12. For information and discussion.

### GENERAL ITEMS

\*13. Consultant Selection for the Regional Off-Street System Plan

In May, 1999, the MAG Regional Council approved the Unified Planning Work Program which included \$100,000 in FHWA Planning Funds to develop a region-wide system of off-street pathways for non-motorized travel. A request for proposals (RFP) was advertised for consulting assistance for the development of the Plan. Three consultant proposals were received in response to the RFP. A multi-agency proposal review team interviewed the consultants and unanimously recommended that the consultant firm Robert Bein, William Frost & Associates be selected to develop the Regional Off-Street Pathways System Plan for an amount not to exceed \$100,000. The Management Committee concurred with this recommendation. Please refer to the enclosed material.

13. For information, discussion, and approval to select the consultant firm Robert Bein, William Frost and Associates to develop the Regional Off-Street System Plan for an amount not to exceed \$100,000.

\*14. Approval of the July 1, 1999 Municipality Resident Population Updates

MAG staff has prepared draft July 1, 1999 Municipality Resident Population Updates. The Updates were prepared using data supplied and verified by MAG member agencies and a method that has been used over the past nine years. These Updates were also made consistent with a draft July 1, 1999 Maricopa County Update that was recommended for approval by the MAG Population Technical Advisory Committee (POPTAC) and by the Management Committee and were approved by the Regional Council on November 3, 1999. The MAG POPTAC recommended approval of the July 1, 1999 Municipality Resident Population Updates on November 2, 1999. The Director of the Department of Economic Security is required to forward the Updates to the Economic Estimates Commission by December 15th of each year. The Updates are used to allocate \$23 million in lottery funds to local jurisdictions and to determine expenditure limitations where appropriate. The Management Committee concurred with the MAG POPTAC recommendation. Please refer to the enclosed material.

\*15. Consultant Selection for MAG Database Enhancement Project

In May 1999, the Regional Council approved the FY 2000 MAG Unified Planning Work Program, including consultant project(s) to update and enhance the MAG Socioeconomic Database at a cost not to exceed \$750,000. This update will form the base for developing new population and socioeconomic projections after Census 2000. The project includes the update of the MAG Street Centerline file, employment and land use databases, special populations and miscellaneous other data needed to prepare new projections. In August a Request for Proposals (RFP) was issued and nine proposals were received. The RFP contained five tasks. A multi-agency evaluation group reviewed the proposals and recommended that: Terra Systems undertake Task 1 of the project, study oversight with emphasis on ensuring consistent Geographic Information System standards throughout all the tasks; InfoTech undertake Task 2, update of the MAG Street Centerline File; Applied Economics undertake Task 3, the compilation

14. For information, discussion and approval of the July 1, 1999 Municipality Resident Population Updates.

15. For information, discussion and approval that following firms be selected for the MAG Database Enhancement Project not to exceed the following amounts: (1) Terra Systems be awarded \$78,506 for Task 1; (2), InfoTech be awarded \$249,700 for Task 2; (3), Applied Economics be awarded \$80,878 for the database development components of Task 3, and that Arizona State University undertake Tasks 4 and 5, for a total of \$186,930.

of the databases for employment, development and redevelopment; and that Arizona State University undertake Tasks 4 and 5, which involve the update of special populations and other data. It was also recommended that the Geographic Information System (GIS) portion of Task 3 be deferred until more work progresses on Task 2 (Street Centerline File Update) and that the \$153,986 earmarked for the work be reserved for a future contract. The Management Committee concurred with the recommendation for the consultants. Please refer to the enclosed material.

\*16. MAG FY 2001 PSAP Equipment Funding Request and MAG FY 2001-2005 PSAP Equipment Program

Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five year equipment program that forecasts future 911 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). According to the ADOA Order of Adoption, which stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund, the funding request for FY 2001 is required to be submitted to the ADOA by December 15, 1999. On November 4, 1999, the MAG 911 Oversight Committee recommended that the funding request be submitted to the ADOA. The Management Committee concurred with this recommendation. Please refer to the enclosed material.

\*17. Update on Reductions of Social Services Block Grant Funds

Under a contract with the Arizona Department of Economic Security, the MAG Human Services Coordinating and Technical Committees annually identify which services should be funded with federal Social Services Block Grant (SSBG). Funding recommendations for the next fiscal year, beginning in July 2000 are to be reduced by \$638,690 due to a congressional funding reduction in the TEA-21 legislation which reduces the Social Services Block Grant from \$1.9 billion to \$1.7 billion. The congressional budget amounts for this current fiscal year reduced the SSBG to \$1.775 billion, a cut of

16. For information, discussion and approval of the MAG FY 2001 PSAP Funding Request and MAG FY 2001-2005 PSAP Equipment Program for submittal to the Arizona Department of Administration.

17. For information, discussion and approval to request that the State of Arizona to replace Social Services Block Grant funds that are reduced with funds transferred from the federal cash assistance program, Temporary Assistance to Needy Families. Also, if Temporary Assistance to Needy Families funds are not available, that these funds be replaced by general fund dollars. In addition, to approve the funding reductions recommended by the Human Services Coordinating Committee.



\$134 million below FY 1999 levels. The Human Services Technical Committee has recommended cuts to existing programs to absorb these reductions. The Human Services Coordinating Committee is scheduled to consider these cuts at their meeting on December 7, 1999.

To alleviate reductions in the past, MAG has successfully worked with the Arizona State Legislature to transfer funds from the federal cash assistance program, Temporary Assistance to Needy Families (TANF). The authority to transfer TANF funds remains at 10 percent under the final congressional budget agreement.

The Management Committee recommended that the State of Arizona consider the following:

Replace the cuts in the Social Services Block Grant with unobligated TANF funds and that the Department of Economic Security utilize State Planned Social Services Block Grant funds to eliminate any cuts in services to adults, families, children, elderly persons and those with disabilities and developmental disabilities; or

If TANF funds are not available, that these funds be replaced by general fund dollars. Please refer to the enclosed material.

\*18. Approval of the Homeless Planning Process

On July 22, 1999, representatives of the U.S. Department of Housing and Urban Development requested that MAG convene a community planning process which would result in an application for federal Stewart B. McKinney Act Funds for homeless programs for our region. After examination of the implications and costs to take on this responsibility and meetings with numerous stakeholders, the MAG Human Services Coordinating Committee recommended submitting a regional grant application to the U.S. Department of Housing and Urban Development for federal Stewart B. McKinney Act funds for homeless programs for this region and for MAG to assume the responsibility for the planning process for these funds. A proposed structure for the regional planning process has been developed and working groups will begin to meet during December, pending Regional Council approval. The Management Committee concurred with the

18. For information, discussion and approval to submit a regional grant application to the U.S. Department of Housing and Urban Development for federal Stewart B. McKinney Act funds for homeless programs for this region and for MAG to assume the responsibility for the planning process for these federal funds and to amend the MAG budget to receive the foundation funding to support the planning process already initiated by the Stardust Foundation.

recommendation of the Human Services Coordinating Committee. Please refer to the enclosed material.

\*19. Amendment of Contract with Planning Technologies

The FY 2000 MAG Unified Planning Work program, which was approved by the Regional Council in May 1999, includes \$10,000 for support and enhancements to our socioeconomic model. This model is important for the analysis of the upcoming Census 2000 information. Due to increased testing and support needs, it is important that a contract amendment be initiated before the end of the year. It is requested that the contract with Planning Technologies be amended to add \$10,000 for increased support and model enhancements. Please refer to the enclosed material.

19. For information, discussion and approval of a contract amendment with Planning Technologies for an amount not to exceed \$10,000.

### ITEMS PROPOSED TO BE HEARD

#### VALLEY VISION 2025 UPDATE

20. Valley Vision 2025 Update

An update on the activities of the Valley Vision 2025 Committee will be provided to the members of the Regional Council.

20. For information and discussion.

#### TRANSPORTATION ITEMS

21. Amendment to the FY 2000-2004 MAG Transportation Improvement Program

The FY 2000-2004 MAG Transportation Improvement Program (TIP) was approved by the Regional Council on June 9, 1999. On November 23, 1999, the MAG Transportation Review Committee (TRC) recommended that projects be added to the TIP that address Environmental Protection Agency (EPA) approvability issues with the 1999 Serious Area Particulate Plan for PM-10. Projects costing \$10.8 million are designed to reduce fugitive dust from unpaved roads with an average daily traffic count (ADT) of more than 130 vehicles per day, under the jurisdiction of Maricopa County. The County will provide an additional 50 percent match for these projects. It is important to note that these projects include private roads that are publicly maintained and that the Federal funds and match apply to paving but not to the purchase of rights-of-way.

21. For information, discussion and approval of an amendment to the FY 2000-2004 MAG Transportation Improvement Program to add the following projects, all with CMAQ funds: Maricopa County, paving dirt roads: Phases 1 & 2, FY 2001, \$1,700,000; Phases 3 & 4, FY 2002, \$3,070,000; and Phases 5 & 6, FY 2003, \$3,077,500 and MAG; Purchase PM-10 certified street sweepers: \$960,000 in each of FYs 2001, 2002, 2003 and 2004.

Additional projects, totaling \$5.7 million in funding, will purchase PM-10 certified street sweepers, although \$1.9 million will be deferred until FY 2005. Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds will be used for both the paving and purchase of street sweepers. These changes are not expected to affect the MAG air quality conformity analysis and the required action is considered a "minor" TIP amendment, for which a formal public hearing is not necessary.

Following the TRC meeting, Maricopa County revised their project cost estimates from \$10.8 million to \$7.85 million to reflect only paving costs for the projects (November 30, 1999). Please refer to the enclosed material.

### AIR QUALITY ITEMS

22. EPA Approvability Problem with the MAG 1999 Serious Area Particulate Plan for PM-10

On November 9, 1999, the Environmental Protection Agency (EPA) notified MAG by telephone and Governor Hull by letter that there is an approvability problem with the 1999 Serious Area Particulate Plan for PM-10 which needs to be resolved quickly. If the plan cannot be approved by March 2, 2000, the first sanction will be imposed which involves two to one off-sets for major industrial sources. If the plan is not corrected by September 2, 2000, the second sanction will be imposed which involves the loss of federal highway funds.

According to EPA, the approvability problem is that the plan relies on Maricopa County's two fugitive dust control rules for 90 percent of the emissions reduction needed for attainment in 2006, by assuming a high rate of compliance. EPA believes the compliance rate is unrealistic. Also, the EPA has indicated that the plan barely addresses dust from paved roads and there is no strategy in the plan for reducing dust on private unpaved roads. EPA notes that while funding can be a barrier for control measures, the FY 2001-2004 MAG Transportation Improvement Program reflects almost \$40 million in unobligated federal Congestion Mitigation Air Quality (CMAQ) funds which could be used to provide the needed control measures.

To address the approvability problem, the MAG Transportation Review Committee

22. For information, discussion and possible action.

recommended on November 23, 1999 that CMAQ funds be approved as follows: \$5.4 million for paving principal dirt roads in the County; \$5.4 million for paving the remaining dirt roads in the County with 130 average daily trips or greater; \$5.4 million for paving additional dirt roads with MAG members to submit project proposals to MAG by December 2, 1999; and MAG staff to investigate options for additional funding of this category; and \$5.7 million for the purchase of approximately 48 PM-10 Efficient Street Sweepers. Additional recommendations from the Transportation Review Committee and Management Committee may be forthcoming.

Following the TRC meeting, Maricopa County revised their project cost estimates from \$10.8 million to \$7.85 million to reflect only paving costs for the projects (November 30, 1999). Please refer to the enclosed material.

23. The 1999 Brown Cloud Project for the MAG Area

The 1999 Brown Cloud Project for the MAG area is designed to review the existing source data and identify potential measures to reduce the visible Brown Cloud. The report includes information on brown clouds in western urban areas; the brown cloud in Maricopa County; emission sources contributing to the brown cloud; and potential control measures to decrease the brown cloud. The report recommends six potential control measures to be further evaluated by the respective implementing entities. The recommended measures include: mandating the use of clean burning diesel fuel; encouraging retrofits and replacements of nonroad diesel engines and equipment; strengthening the voluntary onroad diesel vehicle retirement program; electrifying truck stops through a pilot program; implementing a toll-free number for smoking vehicle complaints; and implementing a smoking vehicle identification and citation program. Two additional measures suggested for further study include: the implementation of remote sensing devices for detecting smoking vehicles; and the implementation of an inspection/maintenance program enhancement to detect or test for smoking vehicles or high emitters of particulate matter. It is important to note that the 1999 Brown Cloud Project is not intended as a State Implementation Plan revision for any air pollutant, including PM-10 and PM-2.5. On November 10, 1999, the MAG Air Quality

23. For information, discussion and approval of the 1999 Brown Cloud Project for the MAG Area and request that the potential implementing entities consider the recommended measures for implementation, if feasible.

Technical Advisory Committee recommended approval of the 1999 Brown Cloud Project for the MAG Area and requested that the potential implementing entities consider the recommended measures for implementation, if feasible. The Management Committee concurred with this recommendation. Please refer to the enclosed material.

### GENERAL ITEMS

24. MAG Policies on Smart Growth and Update on the Citizens Growth Management Initiative

At the October Management Committee meeting, action on Growing Smarter recommendations was deferred until the November meeting. The policies and principles have been developed by the staff through a series of meetings with management and planning officials from the MAG member agencies. These policies and principles were recommended for approval by the Management Committee.

The Growing Smarter policies were developed as an alternative to the Citizens Growth Management Initiative (CGMI). Representatives for the CGMI are collecting signatures to have substantial changes to Arizona land use statutes put on the November 2000 ballot. By July 2000, 101,000 signatures are needed. To date, some have indicated that 75,000 have been collected. Key components of CGMI will be discussed with the members of the Regional Council. Please refer to the enclosed material.

25. Y2K Update

At a meeting of Valley Managers, it was suggested that MAG convene a series of Y2K forums to facilitate the sharing of information. Six Y2K forums have been held. An update on these forums will be provided and the implications for the MAG 911 system will be discussed.

24. For information, discussion and approval of the MAG Policies on Smart Growth.

25. For information and discussion.